VOLVO STAMPS ITS AUTHORITY ON THE LUXURY WAGON MARKET WITH ALL-NEW V70

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- **Six-speed Geartronic transmission**
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- **Integrated two-stage booster seats**

Volvo continues to lead the way in the premium wagon segment with the Australian launch of the third generation V70.

The sleek five-door wagon is a harmonious blend of performance, versatility, style, agility and convenience, all wrapped up in Volvo's industry-leading safety.

For the first time, the all-new V70 will be powered by Volvo's turbocharged 3.0-litre T6 petrol engine in a one-model strategy designed to position the V70 as a highly versatile addition to the sports wagon market.

The 210kW turbocharged 3.0-litre engine develops 400Nm of torque at 1,500 rpm and is mated to an all-wheel-drive powertrain with a six-speed Geartronic automatic transmission.

This potent combination endows the V70 with sports car performance, enabling it to accelerate from zero to 100km/h in a swift 7.2 seconds while returning an average fuel consumption of 11.3L/100km.

Volvo has added a raft of new technology and features to the V70 extending the specification levels to gift the buyer with an impressive array of standard equipment at a highly competitive price of $67,950.

Among the inclusions on the standard equipment list are Volvo's Intelligent Driver Information System (IDIS), Personal Car Communicator (PCC), Dynamic Stability & Traction Control (DSTC), Active Bi-Xenons with headlight washer system, park assist front and rear, 18-inch alloy wheels, auto dimming interior rearview mirror, rain-sensor wipers, wood trim, a premium sound system with six-stack CD player, heated front seats and a self-opening tailgate.

On the road, the V70's standard Continuously Controlled Chassis Concept (FOUR-C), which was developed in collaboration with the Swedish racing company Ohlins Racing AB, adds to the V70's dynamic handling as a standard feature.

In addition, the all-wheel drive system in the all-new V70 is further enhanced by extended DSTC functions that help prevent under or oversteer while regulating power delivery to the wheels in slippery conditions.

Braking efficiency is enhanced by an advanced braking system that includes Emergency Brake Assist (EBA) to help reduce stopping distances, Ready Alert Brake (RAB) that virtually sense when the driver is about to apply the brakes rapidly, and Fading Brake Support (FBS) in which brake pressure gradually builds up during prolonged hard braking to help reduce the risk of the effects of brake fade.

The V70 also offers interacting brake functions to help enable the driver to retain control of the vehicle in emergency situations when on the move.

Available as an option is Volvo's Collision Warning system with auto brake. Using a combination of radar and camera, the system alerts the driver to a possible collision with a vehicle ahead via an audible signal and visual indications on the windscreen. At the same time, Ready Brake Alert is activated.

If the system senses that a collision is unavoidable, the car will automatically brake to reduce the force of the pending impact.

The softer, elegant styling of the new V70 also speaks of luxury and refinement – an impression that is backed up by a more spacious interior with superbly comfortable Volvo seating, as well as a host of design touches stemming from the company's vast experience in building high-quality, but eminently practical station wagons.

With an expanded luggage area providing 555 litres (70 litres more than the previous generation V70) adjustable anchorage points on aluminium rails in the load area and a 40/20/40 split-fold rear seat, the all-new Volvo V70 is as capable when it comes to load carrying as it is sporty and dynamic on the road.

Occupant comfort is also maximised with significant gains in interior space over the previous generation V70. The distance from front to rear passengers has been extended by 21mm, rear legroom by 48mm (to 880mm) and rear knee clearance by 21mm. Tall drivers and passengers will be happy to note that width at shoulder height has been increased by 30mm (to 1457mm) in the front.

The new V70 incorporates a stronger side structure using a mix of high-strength steels, as well as improved crumple zone design that works even more effectively over a wide range of impact speeds.

In addition, Volvo's Side Impact Protection System (SIPS) employs a two-chamber side impact airbag that operates at different pressures to the upper and lower sections of the body to distribute impact loads appropriately.

The V70 also benefits from Volvo's second-generation Whiplash Protection System (WHIPS). First seen on the new S80, the updated system ensures the utmost protection in the event of a side-impact.

With its holistic approach to safety, Volvo's commitment to child safety is another key feature of the V70's interior.

The V70 incorporates a new, integrated two-stage booster seat for children as standard. Making its debut in Australia last year in the XC70, the height adjustable booster seat is a world first for Volvo.

To account for the variations in child seating levels, the side curtain airbags have been extended by 60mm.

Compact six-cylinder two-stage turbocharged engine

The turbocharged six-cylinder T6 engine produces 210kW and 400Nm at 1,500 rpm to provide the all-new V70 with smooth, surging sports-car performance.

The compact 3.0-litre inline engine, mated to Volvo's six-speed automatic transmission with manual Geartronic shift function, features multi-valve cylinder heads with twin overhead camshafts, along with a new two-stage turbocharger that provides extremely swift responses comparable to that of a twin-turbocharger system.

The ready availability of torque and the inherent efficiency of the T6 engine allow the V70 to reach 100km/h in just 7.2 seconds while retuning an average fuel consumption of 11.3L/100km.

The T6 engine's compact format has been achieved by positioning ancillaries such as the power steering pump and air conditioning compressor behind the engine in the space above the gearbox. There is therefore no drive system for these ancillaries in front of the engine.

Instead, drive is provided via gears on the rear of the crankshaft. This solution is called READ – Rear End Ancillary Drive. The alternator is direct-driven and is fitted onto the engine block. These solutions mean the entire package including the engine and gearbox take up the least possible space, especially longitudinally.

By designing the drive system in the form of a small “gearbox” with an intermediary shaft inside the driveshaft – a solution known as Shaft In Shaft – the whole package has been made very short. The two shafts are driven by different gears that give them different speeds (one speed for camshaft drive and one for powering the ancillaries).

Even the vibration damper, which compensates for vibrations in the T6 engine’s relatively long crankshaft, has been integrated inside the engine block.

In brief

The all-new V70 features a number of new systems and functions which supplement the more familiar Volvo systems.

New features of the V70 include:

- "Soft nose" front for pedestrian safety
- Egg-crate grille with chromed vertical bars
- Parking lights double as brake lights when the tailgate is raised
- Tailgate glass extended
- Self opening tailgate
- Loading space increased by 70 litres (compared with the previous V70)
- Increased passenger space (rear knee room increased by 21mm, shoulder room increased by 30mm and rear leg room increased by 48mm)
- Ventilated front seats with fans (option)
- 40/20/40 split rear seat
- Aluminium rails and movable anchorage points (luggage compartment)
- Built-in anchorage eyelets in side panels
- Multifunctional rails for side panels
- New two-stage child booster cushion, adjustable in two heights (unique to Volvo)
- Extended Inflatable Curtain (extended by 60mm)

- Specially adapted force-limiters
- Two-chamber side impact airbags
- Improved Whiplash Protection System
- Energy-absorbing front
- Soft front structure in front of bumper
- Reinforced lower spoiler edge, almost on level with bumper
- Raised bonnet with "honeycomb" underside
- Collision Warning with brake support (optional)
- Flashing emergency brake lights and automatic activation of hazard lights
- Adaptive Cruise Control (optional)
- Fading Brake Support
- Lockable storage space under luggage compartment (without a spare wheel)
- Six-cylinder twin scroll turbo engine
- Servotronic - adjustable, three-step servo assistance (option)
- CZIP - Clean Zone Interior Package (option)
- Front structure divided into zones of different steel grades
- Extended menu system, controlling different system and functions

<u>Previously introduced Volvo systems as standard on V70:</u>

- Active chassis with FOUR-C
- Six-speed Geartronic automatic gearbox with 'Sport' mode
- AWD – All Wheel Drive
- DSTC – Dynamic Stability and Traction Control
- IAQS – Interior Air Quality System
- IDIS – Intelligent Driver Information System
- PCC – Personal Car Communicator
- Active Bi-Xenons with headlight washer system

The all-new Volvo V70 covers a wide spectrum of requirements for people who require versatility in their vehicle without compromising on safety and performance.

Add to this a wide range of standard equipment able to satisfy the most fastidious owner, and you have a luxury sport wagon that fulfils an amazingly broad variety of functions.

ALL-NEW V70: CONTINUING VOLVO'S SAFETY TRADITION

- **Improved child safety with extended IC (Inflatable Curtain) and integrated booster cushions**
- **New, stronger side structure**
- **Crumple zones made from different grades of steel**
- **Lower cross-member contributes to enhanced compatibility**
- **Compact transverse engines contribute to collision safety**
- **Second-generation WHIPS system**

Enhanced safety for children

To improve safety for children in the rear seat of the all-new V70, Volvo has further developed the Side Impact Protection System (SIPS) with a stronger body structure, extended inflatable curtains (60mm) and a world-first height-adjustable integrated child booster cushion.

The booster cushion, which is integrated in the rear seat, can be set at two heights, allowing children of different sizes to see through the windows yet at the same time get the most effective protection possible. The lower setting is intended for children between 115 and 140cm in height and weighing between 22 and 36kg, while the upper setting is designed for children measuring 95-120cm and weighing between 15 and 25kg.

In Australia, the second-generation integrated child booster cushion is a standard safety feature – the rear seat incorporating two booster cushions.

The adjustable booster cushion means seat belt geometry remains optimum irrespective of the child's height. The integrated booster cushion is also accompanied by safety belts with specially adjusted force limiters.

They contribute to the best possible protective effect by restraining the child with just the right amount of tensioning force in a collision.

The inflatable curtains in the all-new Volvo V70 have been extended by 60mm which, in combination with the height-adjustable booster cushions and the strong body side structure, provides more children of different sizes with effective protection in a side impact.

Furthermore, the fact that more children are provided with comfortable seating by the second-generation booster cushions will help create a more harmonious atmosphere in the all-new V70, while also providing better conditions for relaxed driving.

New, stronger side structure

To optimise side-impact protection in the all-new V70, not only for children but for all occupants, the body's entire side structure is both stronger and lighter thanks to a well-balanced combination of high-tensile steel of different grades (High Strength Steel, Extra High Strength Steel and the extremely strong Ultra High Strength Steel). The various components and grades of steel interact to minimise penetration into the passenger compartment. The aim is instead to get the entire car to move sideways – away from the colliding vehicle.

The new type of side-impact airbag that was launched with the all-new S80 model makes Volvo's patented SIPS (Side Impact Protection System) even more effective.

The new side impact airbags have two separate chambers – one for the hip section and one for the chest.

Since the hips can withstand greater forces than the chest, the lower chamber inflates with up to five times more pressure than the upper section. The side-impact airbags interact with the inflatable curtains and the body's network of safety beams to provide the most effective protection.

Crumple zones using different grades of steel

The patented front body structure in the all-new Volvo V70 is divided into zones, each of which has a different task during the deformation sequence. The outer zones are responsible for most of the deformation. The closer the collision forces get to the passenger compartment, the less the material deforms.

To give each zone the right properties, different grades of steel are used in different structures, a total of four different grades. Apart from regular body steel, three different grades of high-tensile steel are used: High Strength Steel, Extra High Strength Steel and Ultra High Strength Steel.

“With the zone system, we can exploit the material’s properties to the very maximum for the best possible energy absorption,” says Ingrid Skogsmo, Director Volvo Cars Safety Centre. “The aim is that the passenger compartment should be preserved in a predictable way in a variety of collision scenarios.”

ZONE FOR DEFORMATION AT LOW SPEEDS

The front bumper is structured around a cross-member made of aluminium. The attachment points at the body’s longitudinal beams are designed as collapsible “crash boxes”. They help absorb incoming low-speed collision forces without damaging the rest of the body’s beam structure and, in turn, lower repair costs.

ZONE FOR DEFORMATION AT HIGH SPEEDS

The straight sections of the longitudinal beams are made of High Strength Steel, a very tough grade of steel that is optimised for high energy absorption. This zone accounts for most of the deformation.

ZONE FOR BACKUP

The beam section that curves out towards the A-posts serves as a barrier protecting the passenger compartment and also as a backup to reduce deformation. Its shape also helps minimise the risk of the front wheel penetrating into the passenger compartment. Instead, the wheel helps absorb the collision forces. This section is very rigid and is made of Extra High Strength Steel.

THREE-POINT ATTACHMENT

A rigid cross-member links the two A-posts and the lower side-members so that they form a particularly sturdy three-point attachment on each side. This design is particularly effective at protecting the passenger compartment in a severe impact.

Second-generation WHIPS system

Volvo's system for avoiding neck injuries – WHIPS (Whiplash Protection System) – is one of the most effective on the market. In the event of a rear-end collision the front seat backrest accompanies the passenger's initial body movement and dampens the incoming force.

The all-new V70 features the same generation of WHIPS mechanism launched on the all-new S80 model. This generation was further developed to ensure that the damping motion is gentle, while providing good contact between the head and head restraint throughout the impact sequence.

Personal Car Communicator with heartbeat sensor provides enhanced security

In an increasingly insecure world, it is important to have control over what happens in one's immediate vicinity, not least when you park your car. This is a matter of both preventing theft and avoiding situations that may involve personal risk.

Volvo's Personal Car Communicator (PCC) is a standard feature of the V70. By simply pushing the 'information' button on the remote control, PCC can tell the owner – via coloured LED lights – whether the car has been unlocked, has had its alarm triggered, and can even alert the owner to the presence of someone in the vehicle via a highly sensitive heartbeat sensor in the car.

The information is available and up-to-date as long as the distance between the PCC and the car is about 100 metres or less. In addition, the most recent data is logged so the owner can, at any time and any place, check whether the car really was locked when it was parked.

Laminated glass all round and automatically locked storage unit in the luggage compartment

In order to make break-ins more difficult, the all-new Volvo V70 can be specified with laminated glass in all windows, including the rear side windows and the tailgate. This means that the luggage compartment too gets effective protection. The rear storage system under the luggage compartment is now locked automatically and conveniently when the tailgate is closed and locked.

Protection for other road users

Protection for pedestrians and cyclists has also been further developed in the all-new V70.

The front has been given energy-absorbing properties, not least with a generously dimensioned soft structure in front of the bumper that helps reduce the risk of leg injuries. In addition, the spoiler’s lower edge has been reinforced and moved forward, almost on a level with the bumper. The aim is that the area of contact on a pedestrian’s or cyclist’s leg should be distributed across a larger area, thus helping reduce the risk of injury still further.

The bonnet is raised and its underside has a honeycomb structure which similarly spreads the load in the event of an impact, thus helping to absorb the energy and reduce the risk of personal injury.

Additional protective safety solutions

- Collapsing steering column which, upon deformation, moves horizontally for the best possible interaction with the airbag
- Pedals with a function that limits the risk of penetration into the passenger compartment
- Airbags with two-stage function
- Seat belt pre-tensioners for all five seats
- Seat belt reminders for all five seats
- Force limiters for the front seat belts
- Reinforced, transversely fitted tubular beam between the A-posts
- Strong SIPS tubes in the seats and a sturdy magnesium bracket in the middle of the car
- Diagonally fitted beams of Ultra High Strength Steel in the doors
- Compact transverse engine

ALL-NEW V70: HELPING DRIVERS TO AVOID ACCIDENTS

- **Advanced drive systems contribute to increased safety margins**
- **Collision warning with brake support and emergency brake lights**
- **Advanced information systems contribute to better driver control**
- **Advanced, interacting braking functions**
- **Laminated glass all round and automatically locked storage unit in the luggage compartment**

“The best way to protect the car’s occupants is to avoid accidents,” says Ingrid Skogsmo, head of Volvo's industry leading safety centre. “That’s why we’ve developed a number of advanced driving and support systems that interact intelligently to assist the driver in difficult situations, yet without taking over the driving itself or taking over responsibility for safe progress. The task is to assist the driver to take the right decisions, by alerting him or her and in various ways indicating how best to get out of the situation.”

Collision warning with brake support and emergency brake lights

Rear-end collisions are a common type of accident. In many cases, the reason is that the driver is distracted and fails to respond in time.

Against this background, Volvo Cars has developed a system known as Collision Warning with Brake Support. It is an advanced system with auxiliary functions that aim to avoid rear-end impacts, or to minimise their consequences should they occur.

The area in front of the car is continuously monitored with the help of a radar sensor. The system is activated in a variety of ways at different stages of the sequence.

If the car approaches another vehicle from the rear and the driver does not react, a red warning lamp flashes in the windscreen.

At the same time, a warning buzzer sounds. In certain situations this is enough for the driver to respond and take action to avoid the danger.

If the risk of a collision increases despite the warning, the brake support system is activated. In order to shorten the reaction time, the brakes are prepared for action by automatic application of the pads against the discs. In addition, brake pressure is amplified hydraulically, which results in good braking effect even if the driver does not press particularly hard on the brake pedal.

“If the road speed is not too high, brake support helps reduce the consequences of a collision,” says Skogsmo. “However, it is always the driver’s reactions that are crucial to the outcome.”

The application of firm braking is signalled to traffic behind the car by the brake lights flashing. Once the speed drops to below 30km/h, the brake lights stop flashing and the hazard warning flashers are activated.

In order to adapt the warning system to different conditions and individual driving styles, the system’s sensitivity can be adjusted in the car’s setup menu. There is a choice of three settings.

Adaptive cruise control

In order to help the driver stay a safe distance behind the vehicle in front, Volvo Cars has developed Adaptive Cruise Control (ACC). This system should primarily be regarded as a comfort function but it does also contribute to more controlled progress if the rhythm of traffic is uneven. The technology is also used as a basis for several of Volvo’s advanced driving and support systems.

Using a radar and camera, the adaptive cruise control continually monitors the gap to the vehicles in front and automatically adjusts the car’s speed to ensure that this gap does not shrink too much.

The driver activates the cruise control by setting a desired speed between 30 and 200km/h and then selecting the minimum time gap to the vehicles in front. There are five different time gaps to choose between.

Advanced information systems contribute to better driver control

The all-new V70 is also equipped with IDIS (Intelligent Driver Information System).

IDIS is an electronic information system that helps prevent the driver from becoming distracted by irrelevant information in busy situations. By continuously monitoring certain functions in the car such as steering wheel movements, the movement of the accelerator pedal, turn indicator usage and brake application, IDIS can assess the complexity of the current situation. The information is processed and at a certain level of complexity, any information that is not essential to safety is delayed, for instance incoming phone calls or SMS text messages.

In addition, the V70 can be specified with Volvo's Blind Spot Information System (BLIS).

Using cameras integrated into the door mirrors, BLIS registers whether another vehicle is in the blind spot to the rear of the car. If there is a vehicle there, a lamp lights up at the relevant mirror to alert the driver and increase the chance of making the appropriate decision.

Advanced, interacting braking functions

The all-new Volvo V70 has a highly advanced braking system with a number of interacting functions that ensure the shortest possible braking distance under all circumstances.

EMERGENCY BRAKE ASSIST (EBA) is a new generation of Volvo's emergency braking support system.

It helps the driver to brake in the shortest possible distance in a panic situation. Unlike the previous system which was only based on vacuum, here the brake pressure is also reinforced hydraulically. In an emergency situation where the driver does not press the brake pedal sufficiently quickly and firmly, HBA can help ensure that the ABS system is utilised optimally and the braking distance is reduced.

READY ALERT BRAKES (RAB) can predict rapid braking and apply the brake pads against the discs even before the driver has time to press the brake pedal. The braking system's response time – and the braking distance – can thus be shortened. The triggering signal for the braking system may be that the accelerator pedal is released suddenly or that the adaptive cruise control registers an obstacle in front of the car.

FADING BRAKE SUPPORT (FBS) utilises the hydraulics to gradually build up braking pressure during long hard braking, thus helping cut the risk of brake fade and maintaining pedal feel.

ALL-NEW V70: THE RIGHT BALANCE BETWEEN COMFORT AND SECURE, PREDICTABLE HANDLING

- **High torsional rigidity from body structure**
- **FOUR-C active chassis**
- **All-wheel drive provides optimal roadholding and smooth power delivery**
- **Adjustable power steering and electronic parking brake**

The V70 has been developed and balanced to give a first-class driving experience, based largely on pliant ride and secure roadholding allied to high stability. Stability is in fact particularly important when driving with a heavy load and on poor surfaces.

The body features a highly advanced structure that contributes to good deformation properties in the event of a collision, as well as high torsional rigidity. Thanks to the design of the body structure and the optimised use of different grades of high-strength steel, the torsional rigidity has been increased. Good torsional rigidity is the very basis of the car’s excellent ride and roadholding properties.

The chassis technology has been further developed compared with the previous V70 to provide even more stable and controlled road manners. A lot of effort has also gone into features such as the suspension system and engine installation to ensure high-class comfort.

Active chassis with FOUR-C

The all-new Volvo V70 T6 is fitted with Volvo's FOUR-C active chassis technology. This is an advanced self-adjusting chassis system that uses a number of sensors to continuously monitor the car's behaviour. The dampers are able to rapidly respond to the immediate driving situation in a mere fraction of a second.

FOUR-C continuously modifies the damping rate to suit the car's speed. As vehicle speed increases, so too does the damping effect to achieve far greater chassis control over a wide range of speeds and varying road conditions. FOUR-C also resists the car's tendency to squat, dip or roll under firm acceleration, hard braking or quick steering manoeuvres.

The following three alternative chassis settings are offered on the all-new Volvo V70:

COMFORT - sedate, comfortable ride quality

SPORT - controlled body movements, faster steering response

ADVANCED - firm damper control, maximum road holding

In an emergency driving situations, however, FOUR-C always responds by providing maximum stability to assist the driver.

All-Wheel Drive

The Volvo V70 will be offered with its advanced all-wheel-drive system as standard. An electronically controlled hydraulic clutch constantly balances the power bias between the front and rear wheels to ensure optimal road holding in various situations.

Adjustable power steering

Speed-dependent power steering is an option on Australian-spec Volvo V70. It provides more power assistance at low speeds, for instance, to make parking easier. The power assistance gradually declines as road speed increases, disappearing entirely at high cruising speeds.

To give all drivers optimum road feel, the steering servo assistance can now be adjusted via the V70's settings menu and set-up system. Power steering effort can be set at one of three levels - low, medium, high.

Power Parking Brake

To help when starting off on an uphill gradient, the all-new Volvo V70 is equipped with an intelligent electronically operated parking brake - Power Parking Brake. If the parking brake is engaged at a stop light, for instance, it is automatically released as the car moves off.

The parking brake is engaged by pushing a lever to the left of the steering wheel and disengaged by pulling the lever.

To ensure that the parking brake is applied when the car is parked, it is automatically engaged when the key is removed from the ignition switch or, if the car is equipped with Keyless Drive, when the door is opened. This function must be selected initially in the car settings menu.

DSTC fitted as standard

DSTC (Dynamic Stability and Traction Control) is a standard feature on the all-new Volvo V70. DSTC is a yaw-sensor-based stability system which, when necessary, reduces the engine output and applies suitable braking force to reduce the risk of a skid.

ALL-NEW V70: FIRST CLASS COMFORT, VERSATILE FUNCTION

- **Increased legroom**
- **Ventilated seats**
- **Clean Zone Interior Package (CZIP) provides enhanced comfort**
- **Personal comfort settings**
- **Power-operated tailgate**

Increased legroom

The all-new Volvo V70 is both more spacious and more comfortable than its predecessor. The distance from front to rear passengers has been extended by 21mm, rear legroom by 48mm (to 880mm) and rear knee clearance by 21mm. Tall drivers and passengers will be happy to note that width at shoulder height has been increased by 30mm (to 1457mm) in the front.

Ventilated seats

Volvo's front seats are regarded by many as the best on the market. They are designed to offer the best possible support and comfort, even on long trips. Power adjustment is available as an option, as is perforated and ventilated leather upholstery. These seats are equipped with fans in the seat and backrest cushions. The temperature in the cushions is swiftly lowered to a pleasant level and contributes to superb seating comfort, especially on hot days and in humid climates.

The opposite effect – heating of the front seats when the weather turns chilly – can be achieved via a choice of three temperature settings. The rear seat too can be specified with heating, which includes separate switches for each of the two outer seats, as well as three temperature settings.

Clean Zone Interior Package (CZIP) provides enhanced comfort

In order to give particularly sensitive passengers a better interior in-car climate, the all-new Volvo V70 can be equipped with the Clean Zone Interior Package, a system that is based on ECC (Electronic Climate Control) and IAQS (Interior Air Quality System).

When the car is unlocked using the remote control, the passenger compartment is automatically ventilated for about a minute if the outdoor temperature is higher than 10 degrees Celsius. CZIP creates a passenger environment that has been approved by the Swedish Asthma and Allergy Association.

The interior trim materials and fittings have been selected to emit minimum levels of harmful substances.

Personal comfort settings

The V70 driver has a wide range of scope for adjusting the car's comfort functions to suit his or her personal needs and wishes. These settings are altered in the car's information system. The menu includes the seats, rear-view mirrors, climate unit, audio unit, navigation system and, to a certain extent, the car's driving properties. One of the selectable functions is automatic operation of the rear defroster. When this setting is chosen, the defroster is automatically activated when outside temperature is about 7 degrees C.

Smart and versatile function

The rear seat splits 40/20/40, with two comfortable seats and a convenient armrest in between. The centre backrest can be folded to make space for long cargo items or raised to provide an additional seat. The backrests can be folded separately to create a larger load compartment with an entirely flat floor.

With the foldable backrest in the front passenger seat, the combination possibilities are even greater.

The luggage compartment floor is equipped with aluminium rails and movable anchorage points to secure the load. The anchorage points can be tucked down into the rails when they are not in use so they are entirely out of the way. The side panels also have built-in load anchorage eyelets to keep luggage securely in place. As well, they can be supplemented with multifunctional rails for a variety of hooks, load-anchoring nets, cargo space dividers and other load-related accessories.

To protect the luggage compartment floor there is a wide range of mats, including one that can be folded double for normal use or opened out across the entire luggage compartment floor when the rear backrests are folded down.

Power-operated tailgate

Loading the V70 has been made even more convenient with the power-operated tailgate, which is opened hydraulically by pressing a button on the remote control or dash. Handy when your hands are full. In order to reduce the risk of accidentally squashing one's hands or fingers, it is closed from the panel on the tailgate itself.

A dual-stage safety function integrated into the tailgate, involving a pinch protection moulding on each side and an emergency stop, means that the hydraulic system is equipped with a force sensor, stopping immediately if it senses an obstruction during operation.

A wide range of accessories featuring holders for such equipment as bikes, kayaks, skis and snowboards is available. Bicycles can also be transported inside the car, secured to the floor rails using a special holder.

Ends